Eisenhower West and Landmark/Van Dorn Corridor Plan Implementation

Fiscal Impact

In order to achieve the vision for the area encompassed by the Eisenhower West Small Area Plan and Landmark/Van Dorn Corridor Plan, a number of studies and analyses are needed to initiate implementation. Since the two plan areas overlap and share dependency on planned infrastructure, looking at the phasing and funding of both plans in concert will provide necessary coordination and efficient use of resources. The projects recommended for this coordinated implementation effort are listed below.

Near Term Projects (Included in City Manager's Proposed FY 2017 Budget)

Infrastructure Plan (Estimated Cost $500,000) The Infrastructure Plan Concept Design Phase will require a full survey, utility investigation, right of way, geotechnical report and a 20% roadway concept plan for the required streets. The roadway concept plan shall show all streets, curb and gutter, sidewalks, bike facilities, transit, BMP's, drainage, lighting, landscaping.

Detailed Air Quality Modeling Analysis (Estimated Cost $75,000) Preliminary air quality modeling results revealed possible concerns with future construction of tall buildings near the Covanta facility. In order to more accurately project air quality impacts, this modeling exercise will provide more specific height and dispersion areas and, in coordination with Covanta, identify potential mitigation strategies to reduce impacts or constraints.

Mid- to Long-Term Projects (Not currently funded)

Developer Contributions Analysis (Estimated Cost $100,000) Similar to the approach in other Small Area Plans, an analysis will be performed to estimate developer contributions (relative to mitigation of impacts) to be incorporated as part of the associated future regulatory approvals.

Backlick Run Restoration Master Plan (Estimated Cost $450,000) This Plan will focus on the inaccessible/degraded stretch of Backlick Run located between the City of Alexandria/Fairfax County line and Cameron Station to revitalize it into an active greenway, a key open space feature of the plan. A Backlick Run Restoration Plan will include stream restoration, removal of structures from the Resource Protection Areas (RPAs), removal of invasive species and replacement with native vegetation. It will also include a multi-use trail, passive open space, benches, picnic areas, and potentially stormwater management features.

Combined Energy and Reclaimed Water Feasibility Study (Estimated Cost $500,000) This engineering study will evaluate (i) the techno-economic feasibility of a district energy system taking advantage of the large energy source produced at COVANTA; and (ii) the feasibility of using treated water produced and developed in the EW area and all along Eisenhower Avenue.

Van Dorn Metro Multimodal Bridge Preliminary Design and Engineering (Estimated Cost $500,000 over multiple years) The City will conduct additional detailed engineering to help determine a preferred bridge alignment in coordination with Norfolk Southern and stakeholders.

Van Dorn Street Bridge Widening Analysis (Estimated Cost $500,000 over multiple years) As an alternative to the Multimodal bridge, the City will conduct additional analysis of widening the Van Dorn Street bridge to accommodate additional modes and uses.

High Street Preliminary Design and Engineering (Estimated Cost $500,000 over multiple years) This project was previously in the CIP as a separate project recommended in Landmark Van Dorn Corridor Plan.

Farrington Ave Connector Study (Estimated Cost $500,000) This study will provide engineering and analysis to develop a route for a new street connecting Farrington Avenue with Edsall Road, including a bridge over the Norfolk Southern railroad right of way and Backlick Run, as recommended in the Plan.